The Hong Kong Daily Press.

No. 3828 號八十百八千二第 月一十月正唐 年午庚治同 HONGKONG, THURSDAY, 10TH FEBRUARY, 1870. 四拜禮 廿十月二英 港香 [PRICE $2½ PER MONTH.

Announcements.

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ION MERCHANT
AND
RANCE AGENT,
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ORNIA STREET,
FRANCISCO.

References:—
Esq., President, Pacific
New York.
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President, United States
New York.
& Co., San Francisco.
RE, Low & Co., San Francisco.
q., Agent, P. M. S. S. Co.,

q., Agent, Pacific M. S. S. Co.,

, Esq., Agent, Pacific M. S. S
[1y 1437

IL MAKING.
DOLAN, having returned to
g, has resumed his business of
to all its branches, at his old
Street, and solicits the patron-

a fine assortment of 8 and 10
DUCK, suitable for Boat Sails

ong, 20th April, 1869

IXED AMMUNITION
GUNPOWDER.
ND GIBBONS & Co.,
N FRANCISCO.
Agents for:
S REPEATING ARMS CO.
and
OWN ne Newmans & Co.,
Sell Rifles, Carbines, Pistol
d Gunpowder, on terms more
they can obtained from New
[1y 713 Ap 10

HANDLEY,
ATERSON & HANDLEY,
SHIP PLUMBER, COPPER-
SMITH,
KER, AND GAS FITTER.
Queen's Road West.
Hong, 23rd May 1869.

RD BARNES
NMENT UNDERTAKER,
By appointment).
rustes to his care will be pro-
mptly conducted.
cut and erected.
Spring Gardens,
Messrs. Bull, Purdon & Co
Dence, 12th April, 1869.

KEE COAL SHOP.
tor of Wyse-ness Ship begs to
e Public that his Shop has been
ce 1855, at *Endicott's Lane*, and
lways a great quantity of Coal
for Sale. Gentlemen of Ships
g to patronise him, are respected
Shop.
Hongkong, 6th March, 1869.

RIE'S LIVERY STABLES
AND
AGE MANUFACTORY.
received on Livery
ges and Horses sold and bought
.
an experienced European.
Saddlery repaired and remodelled
at very much the Terms.
work carefully attended to
e happy to call at the residence of
quiring his services, on receiving
to that effect.
Hong Barracks, Hong Kong
ongkong, 3rd May, 1869.

Business Announcements

LIST of PUBLICATIONS and of BOOKS kept in numbers by Messrs. TRÜBNER & CO., 60, PATERNOSTER ROW, LONDON.

Orders will be received by
W. H. BELL,
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ALCOCK.—A Practical Grammar of the Japanese Language. By Sir Rutherford Alcock, Resident British Minister at Jeddo. 4to. pp. 61, sewed. 8s.
ALCOCK.—Familiar Dialogues in Japanese, with English and French Translations, for the use of Students. By Sir Rutherford Alcock. 8vo. pp. viii. and 91, sewed. Paris and London, 1861. 6s.
ANDREWS.—A Dictionary of the Hawaiian Language, to which is appended an English-Hawaiian Vocabulary, and a Chronological Table of Remarkable Events. By Lorrin Andrews. 8vo. pp. 599, cloth. £1 11s. 6d.
BELLOWS.—English Outline Vocabulary for the use of Students of the Chinese, Japanese, and other Languages. Arranged by John Bellows. With Notes on the writing of Chinese with Roman Letters. By Professor Summers, King's College, London. 1 vol. crown 8vo., pp. xxiv and 352, cloth. 6s.
BEAL.—The travels of the Buddhist Pilgrim, Fah Hian. Translated from the Chinese. With notes and Prolegomena by S. Beal, Chaplain in Her Majesty's Fleet, a member of the Royal Asiatic Society, and formerly of Trinity College, Cambridge. Crown 8vo. cloth.
CALLERY.—Dictionnaire Phonétique de la Langue Chinoise. Par L. M. Callery. Two volumes 8vo., Macao, 1841. £3 3s.
CURTIUS.—Proben einer Japanischen Sprachkunst von Mr. J. H. Donker Curtius, Niederländischer Commissair in Japan, &c. Tweeldeel door Dr. J. Hoffman, uitgegeven op last van zyne Excellence den Minister van Koloniën. Large 8vo., pp. xvi. and 230. Leyden, 1857. £1 10s.
CHINESE Miscellany, consisting of original extracts from Chinese authors, in the native character, with Translations and Philological remarks. By Rev. Norman. 4to., pp. 62, bound, calf. London, 1825, 10s.
CHINESE REPOSITORY.—Vol. XII., No. 1, 11; XIII. 8, 11; XV. 1, 5, 6; XVI. 1, 4, 6, 7; XVII. 1, 2, 5, 9, 11.
CHALMERS.—The Origin of the Chinese; an attempt to trace the connection of the Chinese with Western Nations in their Religion, Superstitions, Arts, Language, and Tradition. By John Chalmers, A.M. Footscap 8vo., cloth, pp. 78. 2s. 6d.
CHALMERS.—The Origin of the Chinese. An attempt to trace the connection of the Chinese with Western nations in their Religion, Superstitions, Arts, language, traditions. By John Chalmers, A.M., fcp. 8vo., pp. xv., cloth. London, 1866. 2s. 6d.
CHALMERS.—The Speculations of Metaphysics, Polity, and Morality of the Old Philosopher, Lau Tsze. Translated from the Chinese, with an Introduction by John Chalmers, M.A. Fcp. 8vo., cloth, pp. xv. and 42. London, 1868. 2s. 6d.
DAVIER.—Traité des Armes allées en Chine, ou Dialogues sur les connaissances en tous genres. Français, Anglais, Chinois. Cr. 8vo. Paris. 1860.
DU PONCEAU.—A Dissertation on the Nature and Character of the Chinese system of writing, etc. 8vo. pp. xxvii. and 376, boards. Philadelphia, 1838. (2 copies.)
EDKINS.—A Grammar of the Chinese colloquial language, commonly called the Mandarin dialect. By Joseph Edkins, B.A., London, Foreign Associate of the Ethnographical Society of France, of the London Missionary Society, Peking. Second edition. Royal 8vo., with colophon, sewed. Shanghai, 1863. £1 11s. 6d.
EDKINS.—Progressive Lessons in the Chinese spoken language, with lists of common words and phrases, and appendix containing the laws of tones in the Peking dialect. By Joseph Edkins, London Missionary Society, Peking. Second edition. 8vo, pp. vi. and 104, sewed. Shanghai, 1864. 14s.
GRADUATED READING; comprising a thousand of the most useful characters in ordinary use, with definitions in English, Chinese and English, Chinese and English, Romanized Mandarin, Romanized Canton, and Tonic Dictionary. (The first edition appeared in 1856.) Hongkong, 1861. 2s. 6d.
HOFFMANN.—A Japanese Grammar. By J. J. Hoffmann, Ph.D., Member of the Royal Academy of Sciences, &c. &c. Published by command of His Majesty's Minister for Colonial Affairs. Royal 8vo., pp. x. and 330, sewed. Leiden, 1868.
HUDSON.—Important considerations relative to English Translations, in reply to the proposal for a new edition of the sacred scriptures into the Chinese language. By Th. H. Hudson. 8vo. Shanghai, 1866. 2s.

TRÜBNER & CO., 60, *Paternoster Row.*

ON THE CANTON WATERS.

Destination.	Passed Captain.	Flag.	Tons.	Consignees.	Destination.
			SWATOW. *In port on 3rd February, 1870.*		
	Aspinall,	Brit.	400	Master & Co.	Uncertain
	Berto,	Span.	400	Master	Shanghai
	Cortes,	Span.	400	Duncan & Co.	Uncertain
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Intimations.

THE CHINA-SEA, SAIGON, & STRAITS STEAMSHIP COMPANY, LIMITED.

CAPITAL $600,000.
IN 6,000 SHARES OF $100 EACH.
$50 PER SHARE PAID-UP.

Directors:
VISCOUNT DO CERCAL.
E. J. SAGE, Esq.
RICHARD DEACON, Esq.

A VERY large traffic exists between the Straits Settlements, Saigon and the Feathers Ports of China, for which the present lines of Steam communication afford very inadequate accommodation, and this company has been organized with the view of supplying a need which has long been felt especially by the Chinese Residents of the places indicated.

It is proposed to run a fortnightly line of Steamers between Hongkong, Saigon, and Singapore, in connection at Singapore with the steamers of the P. & O. S. N. Company, and very advantageous arrangements have been concluded with the French Authorities of Cochin-China, for the conveyance of the mails to and from Saigon. Extensions of this service are shortly contemplated.

Arrangements have also been made with the various lines of Canal Steamers for all the ports of China and Japan, for reciprocity in the carriage of freights and passengers, so that a minimum of delay and consequent loss may be avoided.

The *Origg*, with the good will of her Owners, has been purchased, and is now running. Another large and powerful steamer will shortly be placed on the route.

The Company has been registered with Limited Liability, under the Companies Ordinance of 1865.

Five hundred and thirty thousand Dollars of the Capital of the Company have been already subscribed, including reservations for Saigon and Singapore, and but 700 shares remain for allotment by the Directors in Hongkong. The First Call of $15 per Share is payable on allotment, and the Second Call of $25 per Share in three months thereafter.

The Articles of Association may be seen, and Forms of Application for Shares had, at the Office of the Undersigned, or at the Office of HENRY C. GALDWELL, Esq., Solicitor to the Company.

AUGUSTINE HEARD & Co.,
General Agents.

Hongkong, 4th February, 1870.

To the General Agents of
THE CHINA-SEA, SAIGON, & STRAITS STEAMSHIP COMPANY, LIMITED.

GENTLEMEN,—I hereby request that the Directors will allot to me shares in the above company, and I agree to accept such shares, or any less number, which may be allotted to me, and to pay the Calls thereon to such amount, and at such times, and in such manner as may be authorized by the Articles of Association of the said company, and to subscribe to the Articles of Association when called on to do so.

I am, Gentlemen,
Your obedient Servant,
Name.....
Address.....

lt 247 Hongkong, 4th February, 1870.

THE CHINA AND STRAITS STEAM NAVIGATION COMPANY, LIMITED.

CAPITAL $500,000, IN 5,000 SHARES OF $100 EACH.
(Of which $110,000 is already Subscribed).

PRESENT BOARD OF DIRECTORS:—
EDWARD ARTHUR, Esq.
(Chartered Mercantile Bank of India, London and China.)
JULIUS MENKE, Esq.
(Messrs. Wm. Pustau & Co.)
GEORGE J. HELLAND, Esq.
(Messrs. John Bird & Co.)

BANKERS:—
CHARTERED MERCANTILE BANK OF INDIA, LONDON, & CHINA.

HEAD OFFICE—
HONGKONG.
GENERAL AGENTS:—
Messrs. JOHN BURD & Co.
PROPOSED AGENTS:—
SINGAPORE.—Messrs. Harrison, Smith & Co.
SWATOW.—Messrs. Dirks & Co.
FOOCHOW.—Messrs. John Forster & Co.
SAIGON.—Messrs. Wm. G. Hale & Co.
AMOY.—Messrs. H. D. Brown & Co.
NINGPO.—Richard Tyrer, Esq.
SHANGHAI.—Messrs. Trautmann & Co.

TWENTY-FIVE dollars per Share will be payable on the day of allotment, and twenty-five dollars per Share six months after that date. The remaining capital to be called up in small sums at such intervals as the Directors may deem expedient, but no further call shall be made until nine months after the payment of the second call.

The Company will be registered under "The Companies Ordinance, 1865" with Limited Liability, and the Memorandum and Articles of Association are in course of preparation. The Articles of Association will be ready for inspection, and copies procurable, at the Office of the General Agents, on and after the 15th instant.

The Board will consist of not less than three, nor more than five Directors, one of whom shall retire annually, being, however, eligible for re-election.

The Funds of the Company will be invested in such manner as may be determined on by the Directors.

So soon as a sufficient portion of the profits of the Company shall have been set aside to form a moderate Reserve Fund, the Directors have the discretionary power of returning to the Shareholders a bonus on the amount of Freight and Passage Money contributed by them, and the balance of profit will be annually divided between the Shareholders generally.

Until new Steamers are obtained from Europe, the Company will probably charter one or two vessels.

The object of the Company is steam navigation between the Straits and China, and on the Coast of China generally, but chiefly to run Steamers between

PENANG, SINGAPORE, SAIGON, HONGKONG, SWATOW, and AMOY, in connection with the North China Steamer Company, for

FOOCHOW, NINGPO, SHANGHAI, YANGTSE PORTS, CHEFOO, TIENTSIN, and NEWCHWANG.

A number of the most influential Chinese and other merchants and traders in the Straits have already subscribed for Shares in the Company, and the Directors have little doubt that they will be able to secure and retain the bulk of the freight and passage traffic between the Straits and Amoy, the terminus of the Company's Main line.

Messrs. John Burd & Co. will act as General Agents for the first five years of the Company's operations.

Applications for the remaining $390,000 of Capital will be received at the Office of the General Agents until the 31st day of March, 1870.

Applications for Shares must be in the form annexed, and be forwarded under cover to the General Agents, from whom forms of application can be obtained.

An application for Shares, followed by an allotment, will constitute the applicant a Shareholder in the Company, under the terms of the Company's Articles of Association.

Hongkong, February 3rd, 1870.

FORM OF APPLICATION FOR SHARES.

To the Directors of
THE CHINA AND STRAITS STEAM NAVIGATION COMPANY, LIMITED.

GENTLEMEN,—I request you to allot to me Shares of $100 each in the above Company and I agree to accept that or any less number that may be allotted to me, and to pay the calls thereon, and I authorize you to place my name on the Register of Shareholders for the Shares allotted.

Usual Signature.....
Name in full.....
Address in full.....
Date.....

lt 248

EASTLACK & WINN,
Dental Surgeons.

DR. WINN will leave Hongkong for Japan on or about the 1st of April next, to be absent 6 or 8 months, and therefore requests all persons desirous of availing himself of his Professionally, to do so at their earliest convenience.

tf 205 Hongkong, 1st February, 1870.

The Chronicle and Directory for 1870.

NOW READY.

THE Edition for 1870 is now ready for Delivery.

As already announced, the Directory is published in Two Forms. Complete at $5, or with the Lists of Residents and Port Directories only, at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—

Messrs. DROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HENGE & Co. Foochow.
" LANE, CRAWFORD & Co., Shanghai.
" KELLY & Co., do.
" WACHTER, GROOS & Co., Japan.
Mr. L. P. FISHER, Merchants' Exchange, San Francisco.

The delivery at the *Daily Press* from this office commenced on Wednesday morning at 10.00, and the last messengers left the office at 10.30.

The Daily Press.

HONGKONG, FEBRUARY 10TH, 1870.

THE comments, which are made by the leading home papers upon the OTTERBEIN-GUINEY prosecution, of which a summary is given elsewhere, show that, while the verdict was generally approved as correct, the feeling is very prevalent that, through the delay which took place in bringing the case to trial, the real question at issue did not come forward. The new Directors of the Company deceived the public by allowing them to remain under the impression that the concern was still solvent, while, from what they knew from the old Directors, they must have been well aware that such was not the case. The chief argument in favour of the old Directors is, that as they were willing to risk their money in the concern themselves, it is to be concluded that they were of opinion that it could be got over its difficulties, but sufficient stress does not seem to be laid upon the consideration that, if, without the aid of fresh capital the concern was bound to collapse, they, after all, only risked money which they knew would go before long. In regard to the conduct of the new Directors, the *Pall Mall Gazette* observes that their excuse for not mentioning the state of affairs that they feared it might prevent timid people from investing their money, was similar to a captain of a ship, who to get a crew for his vessel, before going to sea, conceals a great leak which he knows to exist in his ship; and that paper schrewdly observes that the question which ought to have been raised at the trial was "Were not the directors bound to tell those they invited to take shares, of the speculations on which they proceeded, and give them an opportunity of deciding for themselves whether they would join an insolvent and losing concern in the hope of turning insolvency to solvency, and ruinous loss to profit?" and it considers it a matter for profound regret that these protracted proceedings have come to an end, without its being ascertained whether the criminal law provides an answer to this inquiry.

The *Globe* enquires "why should not Chinese Regiments be raised, officered by Englishmen, for service in India?" and is perfectly unconscious that it is making itself ridiculous. The exaggerations which have been made concerning that outrageously overstated affair, the GORDON Campaign, have evidently still a strong hold on the public mind, seeing that they are taken by a paper usually well informed, as a proof that Chinese soldiers would be of service as standing regiments in India. It would be a sad day for England if she ever acted on such a suggestion as this. Chinese, officered and drilled by Europeans, may make a good enough stand against Chinese, for all practical purposes undisciplined and undrilled; but it would be a bold experiment to try how such soldiers would stand against Indian troops. As everybody knows, they would be running in all directions the moment the enemy appeared. It is painful to see that such woefully erroneous conclusions formed upon everything connected with this country; and that such errors are made only shows the responsibility that rests upon those, who indulge either through interest or vanity, in fanciful and exaggerated accounts of what takes place. The GORDON Campaign, which was undoubtedly the grandest political blunder that was ever committed, has been lauded up to the skies. GORDON, whose whole success depended on his leading half disciplined Chinese troops against wholly disorganized rebel hordes, has been spoken of in terms which would require some qualification if applied to a COLIN CAMPBELL. Those acquainted with the truth might preserve their patience, if not their gravity, while reading the tremendous accounts that were published, and might perhaps smile at the credulity of the public at home, who so readily believed such gross exaggerations. But these false statements bear a serious aspect when they appear likely to lead people at home to think of committing the safety of the Indian Empire to troops, who could be dispersed by a single regiment of Sepoys.

MR. STEWART, the Inspector of Government Schools in Hongkong, evidently looks upon his work as a labour of love. Although the Report which he has issued this year is not so lengthy or so elaborate as that which he gave for 1868, it nevertheless shows that he is in earnest on his work, and is far from contented to perform it in a merely perfunctory manner. It is sincerely to be hoped that his enthusiasm may meet with the success which it deserves, though at the same time, it is evident that, with the best efforts, there is much difficulty to contend with. Mr. STEWART expresses some fear that the indifference, real or assumed, of the Chinese to studies such as chemistry, may detract from the interest which the Chinese scholars show in them at present. The report contains some weighty remarks upon a point which is of some general interest; namely, the admission to the schools of boys other than Chinese. It appears that it was thought that the opening the school to all-comers meant that a special class would be formed for such as do not wish to learn Chinese; while others who do not object to learning Chinese, object to the school hours; saying that eight hours a-day is too hard a task on the energies of the boys; others, again, are exclusive, and wish their children to be kept entirely separate from the Chinese. Mr. STEWART points out that these ideas cannot be complied with, unless the school is to be re-organized, to be, in a measure, diverted from the original and important purpose for which it was founded, and to be conducted at many times its present cost. There must be a common language, and as nine-tenths of the scholars are natives, this language must be Chinese. The hours are confessedly long; but this is unavoidable where two languages have to be learnt; while as to those who want a separate class room, Mr. STEWART emphatically says the Central School is no place for them, and he significantly adds, if it were his province to say so, he should not hesitate to say that contact with the Chinese boys at the school would not be productive of half the harm to which children are constantly exposed by being left, as they are, so much in the hands of Chinese servants.

The following item is from the New York *Home Journal*:—"It is understood that Miss Hermione Goddard, the step daughter of Admiral Dahlgren, is shortly to be married in marriage to Mr. Overbeck, the Austrian Consul at Hongkong, and that the bridal trip will be to that place via Europe."

POLICE INTELLIGENCE.

BEFORE C. MAY, Esq.
February 9th.

MA-CHOW WONG.

The noted pirate Wong-a-kee, commonly known as Ma-Chow-Wong, was apprehended by Inspector Grimes, on Tuesday afternoon. He was now put on his defence, charged by Acting-Superintendent Creagh with returning from transportation before the expiration of his sentence, and also with being a person dangerous to the peace and good order of the Colony. Mr. Rozario, Interpreter of the Supreme Court, identified the prisoner as having been tried, found guilty of confederacy with pirates, and sentenced to transportation, in 1857, Mr. Douglas, Superintendent of the Gaol, produced the criminal calendar for the month of August, 1857, from which it appeared that one Wong-a-kee, with two others, was sentenced on the 5th September, 1857, "to fifteen years' transportation. The prisoner acknowledged that he was Wong-a-kee, who was transported as stated. He said he was granted a pardon by the Governor of Lubuan in October, 1869. That pardon, he handed to the police when apprehended. He asked the Governor through an interpreter at the time of receiving the pardon, whether he was at liberty to return to Hongkong, and was told he was so at liberty. He did not understand at the time he was granted that pardon, he could not come back to Hongkong. He was here for the purpose of purchasing goods at Canton and elsewhere, and then going back to Labuan. His business here would not occupy him more than a month. He never left Labuan from the time of his arrival there till the 2nd December last, after his pardon was granted. He believed that he and other prisoners were sentenced to ten years' hard labour, for a great disturbance and fighting in gaol at Labuan.

The case was remanded for a week, the prisoner being admitted to bail in two householders, $500 each.

DRUNK.

Benjamin Fuzzard, for being found drunk and refusing to pay a chair-coolie who carried him about for an hour, was fined 50 cents, and 50 cents to be paid to the coolie.

TWO USES OF THE BOTTLE.

David Marrington, having imbibed a certain quantity of liquor, assaulted a boatman with an unopened bottle of "Superior old Scotch Whiskey." Luckily the bottle did not break, or the consequences might have been more serious. He was fined 20 shillings, in default seven days imprisonment.

GAMBLING.

A lot of gamblers, furnished with all the appliances of cards, dominoes, &c., were discovered yesterday quite close to the Harbour-master's Office, where there is a constable specially stationed. One was apprehended by a Sikh spring-sergeant, and fined $2. His Worship thought it a very disgraceful thing that he should every day have a case of gambling from this point, under the nose of a magistrate, and where a constable was stationed close by.

BREACH OF DISCIPLINE.

A boy sent out without a pass, was pursued by P.C. No. 34, Burton, who not being able to catch him, discharged his revolver, presumably to frighten him. This being a breach of discipline, the case of the constable was sent before Mr. Creagh, the Acting-Superintendent, and the boy was discharged.

ATTEMPT TO BRIBE.

A Chinaman, when taken into custody for firing crackers, offered the constable the magnificent bribe of 10 cents to let him go again. Before the Bench, he at first accused the constable of asking him for half a dollar, but afterwards retracted the charge, and was fined $2.

THE "LORD NELSON" AGAIN.

Another summons against Mrs. Albert was taken out by the barman of the "Lord Nelson" Tavern, of which Albert is proprietor. Complainant went to the house to obtain possession of a cabinet from Mrs. Albert, and she ordered him out, adding force to the command by striking the intruder on the face. She was fined half a dollar.

ASSAULT AND THREATENING.

One watchman at the P. & O. coal godown summoned another for using abusive and threatening language to him. This was the third time he had threatened and abused the complainant, though he had never been summoned for the offence. He was fined $2.

BEINGS WOUNDING.

The prisoner in this case, Lo-a-moy, is charged with cutting and wounding a coolie named Yeung-a-tong. This man is in hospital, in a very critical state, and it is somewhat doubtful if he will survive. The prisoner was remanded for a week.

SUPREME COURT.

SPECIAL CRIMINAL SESSIONS.

BEFORE CHIEF-JUSTICE SHALE.

A special criminal sessions was held yesterday at the Magistracy, with the following jury: Messrs. O. L. Davies, O. Dunenberg, C. O. Cohen, A. Gattiker, A. G. Morris, Holmes Granger, C. Kruttmann.

MANSLAUGHTER.

Chow-a-saw, an unfortunate coolie, was placed at the bar, charged with having caused the death of one Chan-yung-shing, an inmate of the American Emigration depot on the Queen's-road. The prisoner pleaded not guilty.

The history of this case will be fresh in the minds of the public, the facts having already been detailed at great length at the Coroner's inquest, and at the preliminary examination held at the Magistracy. It appears that on the morning of the 10th of January a general row occurred among the emigrants in the depot. The European overseer attempted to put the quarrelsome coolies out, but as soon as the door was closed, those outside made an attack and broke it open, thereby regaining admittance. The prisoner, who from the beginning had been one of the most violent and prominent rioters, armed himself on his return with a heavy wooden bar, and as he entered the door ran towards two coolies who were fighting, and commenced helping his friend, who was already getting the best of the fight. The deceased, who was a sickly man, was getting wounded, and the prisoner began threatening him with the bar which he had in his hand, and continued this until the man fell over on the floor exhausted. He was then picked up by his friends, and after being taken to the Central Station, was conveyed to the Civil Hospital, but died on the way thither.

The evidence against the prisoner was very clear. Three coolies, who were witnesses of the deed, saw the whole fight, and identified what part the prisoner took in it. Jones, the overseer of the depot, also witnessed a part of the fight. When the fighting men were turned out, the prisoner said "I kill that foreign devil." The prisoner was arrested, as he was running away from the depot, after the fight was over. Dr. Cosbrop testified that the deceased from a rupture of the spleen. In defence, the prisoner stated that in the row which took place his brother received a wound in the eye from the deceased man, which led a number of coolies to attack him. The Europeans were trying to remove him, when he fell down stairs, and this must have been the cause of death. In summing up the case to the jury, the Chief Justice remarked that looking at the facts of this case, it was one of manslaughter, and not of murder.

The jury brought in a verdict of guilty of manslaughter, with a recommendation to mercy.

The following Table shows the number of Adulterers, Gamblers, Vagrants, and Prostitutes, in the Victoria Gaol, during the month of January, 1870:

	Adulterers.	Gamblers.	Vagrants.	Prostitutes.
Brought forward	1	1	1	1
Committed	1	1	1	1
Total	2	2	2	2
Discharged	1	1	1	1
Remaining	1	1	1	1

The average number of prisoners for the month of January, 1870, was 1.

The Chief Justice remarked that it is notorious that the native cultivation is being carefully fostered by the officials. It is clear that they can no longer keep up their old plea, that traffic in Opium is altogether prohibited. It has always been prohibited in theory, and probably always winked at in reality; but now the trade in native Opium is carried on in broad daylight, so that there can be nothing repugnant either to morality or to fairness in demanding that the same facilities as are granted to the Chinese cultivator shall be accorded to the foreign importer. Let the Indian and the Home Governments shirk the question as they like, this is the only alternative that exists to sacrificing a revenue of nine millions per annum.

Yours faithfully,
PLAIN FACTS.

Hongkong, 9th February, 1870.

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The *Times* declares that the right verdict has been given; but (it adds) while the public is bound in justice to pronounce that unhappy gentleman, it cannot afford to be generous. They stand gravely in not putting the public into no good position as themselves for judging how far the experience of suffering or refusing to join their company. If their reluctance has ruined their fortunes and peace of mind, it must not be forgotten that it has broken up and wrecked many households besides. Even all is said, it may be disputed that they, in their character of directors—that is, trustees for their shareholders—engaged the public to pay an indolent business under the delusion that, apart from any question of guarantees in the shape of private estates, it was still solvent. Conduct like this is highly conservable, and any indulgence towards it is opposed to public policy. To hail with enthusiasm an acquittal, which is no acquittal from this charge, is to capitulate to our feelings of what is becoming, to have triumphed in the defendants' committal last winter. Of the bursts of applause which are reported to have welcomed such event, the one is as senseless and immoral as the other was furious and heartless.

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THE SUEZ CANAL.

ADMIRALTY REPORT.

From information received from Commander C. S. Nares, of H. M. Surveying Vessel *Newport*, which vessel passed through at the opening, November, 1869, the Hydrographer has just reported as follows:—The coast in neighbourhood of Port Said is unusually low, being out of sight at 3 miles distance. The lighthouse, town, and shipping are the only objects seen from the offing. At present there are two tall obelisks, one on each side of the Canal entrance, but as they are merely built of boards they can only be temporary. At 6 miles to the west the coast is marked by a Genoese tower, a low, square building standing by itself on a low sandy coast, but to the eastward of the port there is nothing to mark the low shore. The current off coast is very uncertain. It generally runs with the wind, from half to 1½ knots an hour. The general set is to the eastward. Owing to the current and low shore, more than usual caution is necessary in approaching the harbour. The harbour is formed by two concrete breakwaters running off from the sandy shore. Inside the piers the harbour is at present constantly silting up, in consequence of the current bearing heavily laden sand, running through numerous openings in the piers, and depositing the sand in the quieter water inside. A good, straight channel of 22 feet of water has been dredged, leading into the inner basin, about 100 yards inside, and parallel to the west pier. It is marked by black buoys on the east side, and red cones on the west side. Great Britain for the use of the opium revenue is likely to result from opening up a trade with Western China, is just one of those plausible views that is apt to lead people inspectfully informed as to the facts, into very grievous error. In the abstract, no one can doubt the correctness of the view; nor can there even be much question that it will prove right in the long run. There is every hope that the day will come when the Opium Trade will be but a little of that conducted by foreigners in China, instead of, as is seen now the case, the forming in money value the bulk of the British Imports Trade. But we have unfortunately to deal with facts as they are; and among them, there is the one undeniable fact, namely, that the Indian Government has nine millions of money at stake on this question, and that it is extremely difficult to see in what manner they are directly to compensate themselves. Certainly, general hopes of immense advantages from opening up trade with the West of China will very little aid the matter in the meantime, even supposing that such a trade is to be ultimately established. The *Examiner* considers that the decline in the Indian Revenue from Opium will be gradual, and that, therefore, there is no cause for apprehension. But is it believed that the new trade with Western China will be established otherwise than very gradually, and is it not a rather vague thing to rely upon in any form whatever? Further, may it not be asked why, because there is a chance of a benefit in one direction, the British Government should be quite willing to give up a revenue already in existence? Reasons such as these will probably cause the authorities both at home and in India to attach very little weight to general prospects; and the question which will have to be solved will no doubt be considered simply how the present Opium Revenue is to be saved. It is to be feared that the view which you express in your article of to-day, that no plan of reducing the price in India will be of much avail, is only too well founded, so long as the Chinese have full power to tax foreign drug in the interior. The only true remedy for the present difficulty is making the same transit regulations as to Opium as are applicable to other produce; and taking good care that they are carried out. It is absurd for the British Government, to shirk the plain question. If it is right to carry on the Opium Trade at all, it is right to do so under proper regulations; and now that it is notorious that the native cultivation is being carefully fostered by the officials, it is clear that they can no longer keep up their old plea, that traffic in Opium is altogether prohibited. It has always been prohibited in theory, and probably always winked at in reality; but now the trade in native Opium is carried on in broad daylight, so that there can be nothing repugnant either to morality or to fairness in demanding that the same facilities as are granted to the Chinese cultivator shall be accorded to the foreign importer. Let the Indian and the Home Governments shirk the question as they like, this is the only alternative that exists to sacrificing a revenue of nine millions per annum.

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THE OPIUM TRADE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—There is no doubt that too much attention cannot be called to the serious falling off in the foreign Opium Trade in China which is at present taking place, or to the deep interest which is felt in this with regard to it. It is to be feared that the somewhat optimist tone adopted by the *Calcutta Examiner*, which considers far more than sufficient to compensate for the loss of revenue from the opium revenue is likely to result from opening up a trade with Western China, is just one of those plausible views that is apt to lead people inspectfully informed as to the facts, into very grievous error. In the abstract, no one can doubt the correctness of the view; nor can there even be much question that it will prove right in the long run. There is every hope that the day will come when the Opium Trade will be but a little of that conducted by foreigners in China, instead of, as is seen now the case, the forming in money value the bulk of the British Imports Trade. But we have unfortunately to deal with facts as they are; and among them, there is the one undeniable fact, namely, that the Indian Government has nine millions of money at stake on this question, and that it is extremely difficult to see in what manner they are directly to compensate themselves. Certainly, general hopes of immense advantages from opening up trade with the West of China will very little aid the matter in the meantime, even supposing that such a trade is to be ultimately established. The *Examiner* considers that the decline in the Indian Revenue from Opium will be gradual, and that, therefore, there is no cause for apprehension. But is it believed that the new trade with Western China will be established otherwise than very gradually, and is it not a rather vague thing to rely upon in any form whatever? Further, may it not be asked why, because there is a chance of a benefit in one direction, the British Government should be quite willing to give up a revenue already in existence? Reasons such as these will probably cause the authorities both at home and in India to attach very little weight to general prospects; and the question which will have to be solved will no doubt be considered simply how the present Opium Revenue is to be saved. It is to be feared that the view which you express in your article of to-day, that no plan of reducing the price in India will be of much avail, is only too well founded, so long as the Chinese have full power to tax foreign drug in the interior. The only true remedy for the present difficulty is making the same transit regulations as to Opium as are applicable to other produce; and taking good care that they are carried out. It is absurd for the British Government, to shirk the plain question. If it is right to carry on the Opium Trade at all, it is right to do so under proper regulations; and now that it is notorious that the native cultivation is being carefully fostered by the officials, it is clear that they can no longer keep up their old plea, that traffic in Opium is altogether prohibited. It has always been prohibited in theory, and probably always winked at in reality; but now the trade in native Opium is carried on in broad

...nineteen to twenty-four ...are still at work. There ...n this part of the canal, in banks on each side, which ...ine sand *débris*, not being ...y the constant ebb and flow ...the lake and canal, which, ...tities of sand with it, is ...the depth of water. In this ...are about 40 feet high, ...ll varies from 22 to 24 feet; ...ll going on in the shallow ...subject to heavy sand-drift. ...s in the neighborhood of ...s cut through a strata of ...ope. The sharp turns be... Lake Timsah are probably ...neers having followed the ...ock. Ships can pass round ...trouble. The central station ...situated for a stopping place. ...enty 22 feet in the middle of ...the dredges will soon give ...depth varies from 22 to 27 ...k of 20 feet in the lagoon. ...ots, of pure sand, like those ...re not adjacent enough to ...on these mud and the lagoons ...n running into the channel. ...sufficiently wide to allow ...*head stopping the traffic*. In ...hed is carried through a ...with depths from 22 to 24 ...e place one mile south of ...or about 30 yards there is ...only 18 feet water over hard ...ty of men are at work, and ...ill soon be relieved. At the ...cutting the deep channel is ...plete. This cutting is subject ...ed-drift. From the *débris* on ...ppear that the narrow ridge ...across the canal had only ...riod. The margin of the deep ...11 miles from the entrance. ...xt side by a red iron pillar ...high, shewing a fixed white ...r 12 miles. The excavated ...to the deep water has a depth ...feet. It is conspicuously ...ked by iron beacons 15 feet ...ball 3 feet in diameter at the ...ed, each beacon was lighted. ...imps are to remain could not ...The margin of the deep water ...of the lake is conspicuously ...ed by a lighthouse ...e lighthouse is a tower ...ed with alternate white and ...n the channel is further ...line of buoys, white on the east ...on the west side. The dry dock ...ng, 83 broad, and can dock a ship ...feet when the channel outside is ...The current depends on any ...n height of the water in the Medi... The banks show that the canal ...ect to a rise and fall of one foot, ...and height lessening as the distance ...rance increases. There is no tide ...t Lake Timsah or the Upper Bitter ...Lake Timsah extends from Shut to ...orth of the southern end of the Bit... The stream commences to flow from ...hours after low water at Suez. A ...es runs six feet at Suez, two feet at ...and a half at Chalouf, and a half ...south entrance of the Bitter Lakes. ...here is no rise and fall. The summer ...water in the Bitter Lakes with all ...d in the Gulf of Suez with the flood, ...t the tide set having a greater ...ith a strong southerly wind in the ...ez, the water rises to from eight in ...d the head of the gulf, and may affect ...in the canal to some small extent. ...to three hours before high water at ...Tod with a spring tide was running ...half knots at Chalouf, increasing to ...and half knots at Madama, with the ...y made discolored. By starting ...n an hour before low water a vessel ...in the Bitter Lakes before the flood ...takes her, and having nearly slack ...the way. Every five or six miles ...ching in the canal (gare) gives room ...to haul in, and allow another to ...which one. Vessels can pass each other ...by using warps, but they cannot do ...at stopping, except at great risk of run... and delaying the whole traffic of ...A single ship could pass through in ...teen to sixteen hours, and two small ...tering one at each end, could pass ...r without slackening speed; but it is ...to carry a train of large ships ...in one day. Lake Timsah and the ...Ismailia are conveniently situated, ...ently large for a stopping place, and, ...n improvements will be made for ships ...from each end on one day, for all to ...anchor for the night at Lake Timsah. ...part for their respective ends the following morning. This, allowing eight hours ...ng through each end of the canal, not ...ours for remaining at Ismailia, will give ...eight hours for the transit. With a full ...handy ship, by entering the canal in ...ing, and arriving at Ismailia in the ...early enough to join the train of ...might perform the voyage in from ...to twenty hours. With a train of only ...ree ships and no delay at nights, the ...would occupy about eighteen hours ...no doubt that every vessel will cause ...less damage to the banks on passing. ...ew ships only going 5 or 6 knots will ...the Canal very slightly, except in ...loops, where the banks are formed ...fine sand. The *Peru*, a large ...wheel steamer, on passing with great ...(4 knots) and displacing the water in the ...reaches of the Canal, did considerable damage ...ware she made swamping several boats ...remarks should be made to reduce speed ...an small ones. Should a vessel touch ...bed in any part of the Canal, except in ...al part at the Suez end, she will assist ...age, merely being thrown out of her ...the line. A good dredging of sand has ...at the bottom of the Canal in the sand... In the tidal part near Suez, if a ...passing through with a following tide, ...how touches either bank, there will be ...ger of her swinging across the Canal, ...to meet current running against her ...side. With a wind blowing across the ...vessels touching the lee side will be ...at once against the bank, but without ...ge. The present pilots will rapidly ...experience, with trained Lascars, and ...ing on each side of the ship, there is no ...ty, whatever in navigating the Canal and ...in mid channel. Should a bank form, ...be at once detected, and ample means are ...for reducing it. The precautions ...e similar to those in any river, with the ...ge of there being fewer and better ...and nearly a straight course through... Thirty-five miles of the Canal is ...t to the sand drifting. One equal ...experienced (once 6) when the drift ...a thick as on ordinary fog, and must ...ing to the eye; so much so, that had ...ip been in curve at the time, there would ...been a great difficulty in keeping her in proper channel. Fresh water pipes run along the west bank of the Canal for the greater part of its length, and doubtless, as the water is no longer required for the engines, it will be used to irrigate the banks and endeavour to stop the nuisance. In the total 264 miles, 55 may be considered as quite completed. Throughout the remaining 214 miles there is either dredging or embanking work still going on. For five miles in the worst parts of Lake Balah and the miles in the worst parts of Lake Timsah, constant dredging will be required, until means are found to keep the banks solid enough to prevent the waters communicating. In the Serapéum cut there is a rocky ridge of a few yards with only 18 feet water upon it, which will soon be removed. Except for about ten miles there is 22 feet water throughout the Canal. Vessels drawing 17 feet can pass through with ease. When the barrier at Serapéum is removed, the Canal will be open to ships drawing 20 feet. The largest ship that passed through the Canal, at the opening was the *Pelusa*, Egyptian yacht, drawing 16 feet, and about 250 feet long. Severe ships grounded on the passage, but all got off without a little delay. The grounding was occasioned more by the desire of the forty or fifty ships to get quickly through, than through any fault in the Canal.—*Albion.*

CHINESE TROOPS FOR SERVICE IN INDIA.

The Indian correspondent of *The Times*, in a recent letter, alludes to the great mortality among the British soldiers in India, and asserts that between sixty and seventy men out of every thousand serving last year in Bengal were lost to the service, either permanently or for the time being. The *Globe* asks whether in view of this condition of affairs there is any necessity for maintaining in India such a large force of English soldiers as are at present stationed there, and goes on to observe that while undoubtedly there must always be kept up a certain proportion of foreign soldiers to the number of native troops, mark they be all Britons? Why should not Chinese regiments be raised, officered by Englishmen, for service in India? They would serve for less pay; the expense of transport from China would be infinitely smaller than from England, even supposing the Canal is completed, the climate when the Suez Canal is completed, the climate is much the same as their own, their food is of the most inexpensive kind, they are able-bodied men, and experience has proved that whether as combatants or as Military Train they are when led by European officers, as fearless and as good as our soldiers. During the attack on the Taku Forts in 1860, the Chinamen employed to carry the scaling ladders laid down, in the midst of a heavy fire, across the wet ditches, and held them there while our soldiers crossed over, or crossed the ditch on the shots and shells that were falling fast and furious on all sides of them. And, as combatants, it is only necessary to turn to the narrative of Colonel Gordon's campaign against the Taepings to find ample proof of their fighting powers. The Chinese are in their religion, habits, and modes of thought so widely separated from the natives of India, that a combination between the two opposes the English Government would be next to impossible, and, being so far antagonistic, they would as effectually serve as a check upon the Sepoys as do our own troops, and at half the cost.

SECRET TO DEATH.—A shocking case of death from exposure occurred in the parish of Smeeton, in Leicestershire, on the night of 16th December. A man named Joseph Bailey, a framework knitter, residing at Kilworth Beaumont, who went to the Dabdale Wharf public-house, which is about two miles distant from Kilworth, and having transacted his business started on his homeward journey about six o'clock. He had proceeded about half a mile along the road in the direction of Kilworth, when he halted, apparently to take shelter from the pelting rain, being unable to proceed on his journey, and remained for hours exposed to the inclement weather. Towards midnight the fears and anxieties of his daughter for the safety of her father caused her to induce a neighbour to accompany her in search of him; and guided by the spot above indicated, they were horrified on finding the old man still with cold, though not yet dead. He was conveyed as quickly as possible to a public-house, and medical aid was summoned, but the poor fellow died shortly after being found.—*Standard.*

COMMERCIAL INTELLIGENCE.

HONGKONG, WEDNESDAY EVENING

An active native demand for Bengal drug has kept up throughout the day, which combined with foreign speculation has tended to raise the prices a little. The following may be taken as the ruling quotations:—New Patna, $535 to $536, cash and credit. Non Patna 2nd Sales, $534½, cash and credit. Old Patna, $535, cash, quoted, $537 on credit to the native on time, buyers only at $535, although the demand continue it will advance: Old Patna, with 2nd sales new drug at $544 to $545, on time; Old Benares, $530 to $532, little doing; Malwa, $635 to $640, cash and credit, little doing.

In Raw Cotton, sales consist of the following:—119 bales good-Bombay at $24.85, 42 bales Kurrachee at $20.75, 24 bales good Bombay at $24.25, 10 bales Bengal at $21.50 50 bales at $22.50, and 25 bales at $22.50 per picul; total 356 bales. There is nothing to report in the market for manufactured goods. In shares, a sale is reported of 51 of the new Victoria Fire Insurance at $5.00 premium.

EXCHANGE.

ON LONDON:—	
Bank Bills, at 6 months' sight,	4/5½
Credits, at 6 months' sight,	4/6½
Documentary Bills, at 6 months' sight,	4/5½
Bank Bills on demand,	4/5½
ON SHANGHAI:—	
Bank, 3 days' sight,	7½
Private, 30 days' sight,	7½
ON CALCUTTA.—Bank 3 days' sight	222½
BOMBAY.—Bank, 3 days' sight	222½

SHARES.

Hongkong Bank Shares, Old,	30½, 31 prem.
New,	19 prem.
P'kong & W'poa Dock,	10 dis.
P'kong Chun & Macao Steam Boat Shares,	95 each prem., ex div.
China Traders' Insurance Company's Shares,	$1,400 prem.
Hongkong Fire Insurance Company's Shares,	$205 pr. per s.
Union Dock Shares,	45 dis.
Hongkong Hotel Shares,	50 to 60

SAMPEN ON 9TH FEBRUARY, 1870.

As reported by Chinese.

Betel Nuts, 1,000 bags, at $1.67, Shun Chun Shing to Canton merchant.

Rattans, 200 piculs, at $4.10, by Shun Chuen Shing to Canton merchant.

Mushrooms, 35 cases, at $11.00, by Chi Hing Cheong to Canton merchant.

Yellow Beans, 400 piculs, at $2.00, by Kwong Mow Tai to Hongkong merchant.

Yellow Beans, 1,000 piculs, at $2.00, by King Tai Chan to Hongkong merchant.

Lead, 100 pigs, at $6.55, by Tak Mi to Hongkong merchant.

Vermicelli, 50 bags, at $7.00, by Tak Mi to travelling merchant.

Green Peas, 1,000 piculs, at $3.27, by Kin Hing Cheong to Hongkong merchant.

Green Peas, 200 piculs, at $3.30, by Kin Hing Cheong to Hongkong merchant.

FOR SALE.

THE well-known North German Schooner "*GEORG*," as she now lays here in the harbor, with full rigging and 2 years' old copper. Apply to

EDUARD SCHELLHASS & Co.

tf 2172 Hongkong, 17th November, 1869.

NOTICE.

RENTS AND ACCOUNTS COLLECTED with despatch, and DISTRAINT WARRANTS FOR RENT issued and executed.

SECURITY IS REQUIRED.

THOS. W. BARRINGTON,
47, Wyndham Street.

tf 296 Hongkong, 18th February, 1868.

THE TOURISTS' GUIDE—POCKET FORM.

REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Canton and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

Notices of Firms.

THE authority held by Mr. JOHN LATHAM ANDERSON, to sign our firm in Amoy, per procuration, is withdrawn from this date.

TAIT & Co.

5d 201 Amoy, 27th January, 1870.

NOTICE.

DURING my absence at any time from the Colony, Mr. NOOR MAHOMED NATHOO is authorised to sign my name, per procuration.

CASSUMBHOY NATHOO.

1m 189 Hongkong, 27th January, 1870.

NOTICE.

WE have this day established a branch of our House at Hankow.

The business at our Agencies in Tientsin, Kiukiang and Ningpo, will hereafter be conducted in the name of our firm by our recognised Agents in charge.

RUSSELL & Co.

tf 182 China, 1st January 1870.

NOTICE.

I HAVE established myself at this port as a Ship Broker and Commission Agent.

D. MUNRO.

tf 102 Amoy, January, 1870.

NOTICE.

THE partnership hitherto existing between Mr. WM. ROBERTSON and Mr. PETER GABAIN, under the firm of ROBERTSON & Co., has this day been dissolved.

Mr. PETER GABAIN will sign the firm in liquidation.

1m 114 Ningpo, 31st December, 1869.

THE interest and responsibility of Mr. WILLIAM PROBST in our Firm ceased on the 31st of Dec. 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES P. CORDES are admitted Partners therein from this date.

Mr. P. LANCKES and Mr. C. W. SIEGFRIED, have been authorized to sign our Firm per procuration.

W. PUSTAU & Co.

6m 14 China, 1st January, 1870.

NOTICE.

MR. CESAR EREDMANN, has been duly authorized to sign our firm, per Procuration, from this date.

LANDSTEIN & Co.

tf 15 Hongkong, 1st January, 1870.

NOTICE.

MR. JOHN FALCONER ROSE has been duly authorized to sign our firm, per procuration, from this date until further notice.

H. G. ROBERTSON & Co.

6m 108 Foochow, 1st January, 1870.

NOTICE.

MR. THOMAS W. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.

L. FRICKEL & Co.

tf 2002 Hongkong, 31st October 1869.

NOTICE.

MR. W. SCOTT FITZ in this day admitted a partner in our firm. Mr. R. S. DANA retires, his interest ceasing on the 31st December last.

RUSSELL & Co.

tf 68 China, 1st January, 1870.

MR. EDWIN H. SPRING will take charge of our business during our absence and is authorized to sign our firm, per procuration, from this date.

SAYLE & Co.

1m 70 January 11th 1870.

NOTICE.

MR. JOAO HENRIQUE DOS REMEDIOS is authorized to sign our Firm, per procuration, from this day.

J. J. DOS REMEDIOS & Co.

2m 6 Hongkong, 1st January, 1870.

NOTICE.

MR. W. H. CONDIT, Mr. S. E. HUNTINGTON, Mr. H. C. LOW, and Mr. J. J. HEITMANN, are admitted Partners in our Firm.

SMITH, ARCHER & Co.

2m 13 Hongkong, 1st January, 1870.

NOTICE.

MR. R. H. WARDEN is admitted a partner in our firm from this date.

RUSSELL & Co.

tf 2311 China, 1st December, 1869

MR. FRITZ RAPP has been duly authorized to sign our firm, per procuration, from this date.

F. BLACKBURD & Co.

tf 1166 Hongkong, 11th June, 1869.

NOTICE.

I HAVE this day established myself as a Public Accountant, Average Adjuster, and General Commission Agent.

C. LANGDON DAVIES.

tf 1245 Hongkong, 1st July, 1868.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

APPLICATIONS for Shares in the above Company will be received by the Undersigned until the 15th February, on which date the list will be closed.

WM. PUSTAU & Co.

tf 193 Hongkong, 22nd January, 1870.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

COPIES of the Deed of Settlement, and Forms of Application for Shares in the above Company may now be obtained at the Office of the Undersigned.

WM. PUSTAU & Co.

tf 2310 Hongkong, 7th December, 1869.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

CAPITAL, 1,500,000 TAELS SHANGHAI SYCEE, IN 5,000 SHARES OF 300 TAELS EACH.

Paid up Capital, Tls. 500,000, OR Tls. 100 PER SHARE.

Court of Directors:—

F. A. GROOM, Esq., of Messrs. Glover, Dow & Co.
W. JACKSON, Esq., Chartered Mercantile Bank of India, London and China.
R. W. LITTLE, Esq., of Messrs. Little & Co.
T. PROBST, Esq., of Messrs. Wm. Pustau & Co.
J. B. ROBERTSON, Esq., of Messrs Ball, Pardon & Co.
J. F. H. TRAUTMANN, Esq., of Messrs Trautmann & Co.

Head Office, Shanghai.
Secretaries, pro tem., TRAUTMANN & Co.

Consul to the Company.
N. J. HANNEN, Esq., *Barrister at Law.*

London:
COMMITTEE OF THREE DIRECTORS.
Agents, Messrs. ROBT. BENSON & Co.

Agents—

In Hongkong	Messrs. WM. PUSTAU & Co.
" Hankow	F. MACOZ, Esq.
" Foochow	Messrs. JOHN FOSTER & Co.
" Yokohama	" ASPINALL, CORNES & Co.
" Singapore	" HARRISON, SMITH & Co.

THE Company will commence business in January next, or as soon after as the Directors shall have been enabled to allot the Shares.

The Company will be a permanent one.

The Net Profits will be divided every year as follows: 30 per cent will be returned as Bonus to all Contributors of business, rateably in proportion to the amount of Net Premium contributed. Interest at the rate of 12 per cent. per annum on the paid-up Capital will be paid to the Shareholders, and the Balance of the Net Profits carried to the Reserve Fund.

When the Reserve Fund shall have reached Tls. 300,000, the Net Profits will be divided as follows: 30 per cent. to all Contributors of Business; 20 per cent. to the Reserve Fund; and 50 per cent. to the Shareholders.

When the Reserve Fund shall have reached Tls. 500,000, the Net Profits will then be divided as follows: 30 per cent to all Contributors of Business; and 70 per cent to the Shareholders.

The Funds will be in the hands of the Directors both at Shanghai and London, and also at such places where the business proves large enough to warrant a Committee of Directors.

Messrs TRAUTMANN & Co. will officiate as Secretaries till 31st December, 1870, by which time the necessary arrangements will be completed for securing the services of a qualified Secretary from England.

For Forms of Application for Shares, and Copies of the Deed of Settlement apply to the undersigned.

TRAUTMANN & Co.,
Secretaries, pro tem.

2254 Shanghai, 23rd November, 1869.

AN Elementary Course of French Lessons will take place every Monday and Thursday, from half-past eight to half past nine.

L. THEVENIN,
41, Wyndham Street.

tf 2101 Hongkong, 6th November, 1869

Vessels on the Berth.

FOR YOKOHAMA.

THE British Steamship

"UNITED SERVICE,"

Capt. Gaine, will leave for the above port TO MORROW, the 11th instant, at 4 P.M.

For Freights and Passage, apply to

RUSSELL & Co.

5d 264 Hongkong, 7th February, 1870.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CHINA,"

Capt. Gardner, will leave for the above Ports on THURSDAY, the 17th inst., at 2 P.M.

Despatches will close at 1.30 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.

6d 275 Hongkong, 9th February, 1870.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"TESSO,"

Capt. Ashton, will have immediate dispatch for the above ports.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

tf 286 Hongkong, 9th February, 1870.

STEAM TO SWATOW, AMOY, AND FOOCHOW.

THE P. & O. S. N. Co.'s steamship

"FORMOSA,"

will have quick dispatch for the above places.

W. MACAULAY, *Superintendent.*

P. & O. S. N. Co.'s Office.
Hongkong, 9th February, 1870. tf 276

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s steamship

"SUNDA,"

will leave for the above place shortly after the arrival of the next English Mail.

W. MACAULAY, *Superintendent.*

P. & O. S. N. Co.'s Office.
Hongkong, 9th February, 1870. tf 277

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s steamship

"GANGES,"

will leave for the above place about 24 hours after the arrival of the next English Mail.

W. MACAULAY, *Superintendent.*

P. & O. S. N. Co.'s Office.
Hongkong, 9th February, 1870. tf 278

FOR SHANGHAI.

THE Steamer

"VENUS,"

will have quick dispatch for the above port.

For Freight or Passage, apply to

LUSCHINE HEARD & Co.

270 Hongkong, 9th February, 1870

FOR YOKOHAMA.

THE British Steamer

"NYMPH,"

Capt. Castle, will have quick dispatch.

For Freight or Passage, apply to

GILMAN & Co.

7d 253 Hongkong, 7th February, 1870.

FOR SHANGHAI, CHEFOO, AND TIENTSIN.

THE Steamer

"SIN NANZING,"

will be dispatched from Canton on or about the 14th instant, and from this on or about the 14th instant.

For Freight or Passage, apply to

Messrs. MESTERS & BUISE,
in Canton,

And here to the Undersigned,

JOHN BURD & Co.

212 Hongkong, 2nd February, 1870.

FOR SAIGON.

THE British ship

"GENEVOUE,"

Capt. Muirhead, will be dispatched for the above port on the 14th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.

6d 229 Hongkong, 9th February, 1870.

FOR MANILA.

THE A 1 Spanish Brig

"VILLA DE RIVADAVIA,"

Castello, Master, will meet with immediate dispatch for the above port.

For Freight or Passage, apply to

REMEDIOS & Co.

tf 237 Hongkong, 4th February, 1870.

FOR SAN FRANCISCO.

THE American ship

"WITCH OF THE WAVE,"

Captain Batchelder, will have quick dispatch for the above port.

For Freight or Passage, apply to

AUGUSTINE HEARD & Co.

tf 215 Hongkong, 2nd February, 1870.

FOR SAN FRANCISCO.

THE good British ship

"WM. WILSON,"

Captain Welburn, of 848 Tons Register, will have quick dispatch for the above port.

For Freight, apply to

CARLOWITZ & Co.

tf 197 Hongkong, 29th January, 1870.

FOR PORTLAND, OREGON.

THE 4-masted Barque

"HATTIE C. BESSE,"

Captain Besse, will have quick dispatch for the above port.

For Freight or Cabin passage, apply to

RUSSELL & Co.

tf 187 Hongkong, 22nd January, 1870.

FOR SINGAPORE AND BOMBAY.

THE British barque

"SOPHIE,"

Capt. Green, will be dispatched for the above Ports.

For Freight, apply to

SOMJEEBHOY VISRAM.

tf 199 Hongkong, 21st January, 1870.

FOR MELBOURNE AND SYDNEY.

THE well-known A 1 clipper-ship

"CHELSEA,"

Capt. Jamieson, having the greater portion of her cargo engaged, will have immediate dispatch for the above ports.

For Freight or Passage, apply to

HOZARIO & Co.

tf 62 Hongkong, 13th January, 1870.

FOR SAN FRANCISCO.

THE A 1 British ship

"NIAGARA,"

Capt. Fry, will have quick dispatch as above.

For Freight or Passage, apply to

AUGUSTINE HEARD & Co.

tf 191 Hongkong, 21st January, 1870.

FOR SYDNEY.

THE British barque

"ESK"

Capt. Nobbs, will have quick dispatch for the above port.

For Freight, apply to

RUSSELL & Co.

tf 76 Hongkong, 12th January, 1870.

FOR FREIGHT OR CHARTER.

THE French Schooner

"JOSEPHINE AMEDEE,"

Capt. Lagarde, of about 3,200 picals carrying capacity. Apply to

P. & P. DERODE FRERES.

tf 249 Hongkong, 5th February, 1870.

NEITHER the Captain nor the Agents of the British ship *Niagara*, will be responsible for any debts contracted by officers or crew of the said vessel.

AUGUSTINE HEARD & Co.,
Agents Br. ship *Niagara.*

tf 41 Hongkong, 7th January, 1870.

NOTICE.

NEITHER the Captain nor the Agents of the Dutch barque *Helena Henriette*, will be responsible for any debt contracted by the officers or crew of the said vessel.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 179 Hongkong, 27th January, 1870.

NOTICE.

NEITHER the Captain, Owners nor the Agents of the British barque *Wodonga*, will be responsible for any debt or debts contracted by the crew of the said vessel, during her stay in port.

JARDINE, MATHESON & Co.,
Agents.

tf 171 Hongkong, 26th January, 1870.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
SAN FRANCISCO	Niagara	Fry	Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Wm. Wilson	Welburn	Hongkong	Carlowitz & Co.	Quick dispatch.
Do.	Witch of the Wave	Batchelder	Hongkong	Augustine Heard & Co.	Quick dispatch.
SYDNEY	Esk	Nobbs	Hongkong	Russell & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Chelsea	Jamieson	Hongkong	Rozario & Co.	Quick dispatch.
SINGAPORE AND BOMBAY.	Sophie	Green	Hongkong	Sonjeebhoy Visram	Quick dispatch.
STORE, PENANG & CUCUTTA	China (str.)	Gardner	Hongkong	David Sassoon, Sons & Co.	On the 17th inst., at 2 P.M.
PORTLAND, OREGON	Hattie C. Besse	Besse	Hongkong	Russell & Co.	Quick dispatch.
MANILA	Villa de Rivadavia	Castello	Hongkong	Remedios & Co.	Quick dispatch.
SAIGON AND SINGAPORE	Fusi-Yama (str.)	Fusi-Yama (str.)	Hongkong	Augustine Heard & Co.	On the 14th inst.
SAIGON	Genevoue	Muirhead	Hongkong	Gibb, Livingston & Co.	To-morrow, at 4 P.M.
YOKOHAMA	United Service (str.)	Gaine	Hongkong	Russell & Co.	Quick dispatch.
Do.	Nymph (str.)	Castle	Hongkong	Gilman & Co.	Quick dispatch.
Do.	Sunda (str.)	Drage	Hongkong	P. & O. S. N. Co.	About the 14th inst.
SHAI, CHEFOO & TIENTSIN.	Sin Nanzing (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
SHANGHAI	Ganges (str.)		Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Venus (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
SWATOW, AMOY & FOOCHOW.	Formosa (str.)	Ashton	Hongkong	Douglas Lapraik & Co.	Quick dispatch.
Do. Do. Do.	Tesso (str.)				

For Sale.

SAYLE & CO.,
VICTORIA EXCHANGE,
LINEN DRAPERS, SILK MERCERS,
TAILORS, HABERDASHERS,
OUTFITTERS, &c., &c.

Would call attention to their undermentioned Departments, which are now unusually well assorted with their new designs for the Winter Trade.

CLOTHS and TAILORING DEPARTMENT
BLACK AND BLUE BROAD CLOTHS
AND DOESKINS.
NAVAL AND MILITARY CLOTHS.
FANCY DOESKINS, TWEEDS.
6/4 COATINGS,
And a large Assortment of the newest designs in suit lengths only in Fancy
TWEEDS and SILK MIXTURES,
WITNEYS, BEAVERS, and PILOTS.
The Cutting Department under the superintendence of practical West End CUTTERS.

HOSIERY.

GENTLEMEN'S COTTON, MERINO, AND LAMBSWOOL SOCKS.
GENTLEMEN'S INDIA GAUZE, MERINO, and LAMBSWOOL UNDER VESTS AND PANTS.
A large Assortment of PAJAMAS.
SILK & GAMBROON HANDKERCHIEFS.
A large variety of
TIES AND SCARVES.
CRIMEAN SHIRTS, in all Wool and Silk, WHITE LONG CLOTH SHIRTS, all sizes.
Gentlemen's Kid, Dogskin, Beaver, and Cloth GLOVES, all sizes.

HATS.

GENTLEMEN'S BLACK PARIS, DRAB, BRAVER, AND FELT HATS.
BLACK AND DRAB STIFF AND SOFT FELTS.
NAVY AND SCOTCH CAPS.
WALKING STICKS AND UMBRELLAS.
DAMASK TABLE CLOTHS & NAPKINS, in all sizes.
8/4 and 10/4 DAMASK, by the Yard.
WHITE & BROWN TURKISH TOWELS AND BATH SHEETS.
LINEN AND COTTON SHEETINGS.
QUILTS AND COUNTERPANES.
LACE CURTAINS.
WORSTED DAMASKS AND REPS.
VICTORIA, REP, PRINTED AND EMBROIDERED TABLE COVERS.
BLANKETS, MOSQUITO NETS.
MATS AND MATTINGS.
OIL CLOTH, LEATHERS, AND FLOOR CLOTHS.
A large assortment of Tapestry and Brussels CARPETS.
HEARTH RUGS.
RAILWAY AND CARRIAGE RUGS
is great variety.
BRANCH ESTABLISHMENT,
CORNER OF NANKIN AND SZECHUEN ROADS, SHANGHAI.

Ex "Overland Mail" and S.S. "Nestor."

MISS ROSE has just received a nice assortment of Ladies' fashionable HATS, FLOWERS, FEATHERS, RUFFLES, Sash RIBBONS, JACK TARS, SUN BONNETS, Opera HOODS, Children's Woollen JACKETS, GAITERS, COMFORTERS.

And,

A large assortment of WOOLWORK (commenced and finished):—CUSHIONS, SLIPPERS, PIANO and Fender STOOLS, MATS, Embroidered Table COVERS, Hearth RUGS, &c., &c.

Also,

Gentlemen's fashionable HATS (Christy's), Dawson's BOOTS, and Ladies and Gentlemen's White and Coloured KID GLOVES.

WELLINGTON STREET,
Opposite the Roman Catholic Church.

tf 116 Hongkong, 18th January, 1870.

FOR SALE.

HENNESSY'S BRANDY.
Martell's do.
Guinness's STOUT, in Quarts and Pints.
Bass's BEER, in Quarts and Pints.
Champagne ALE.
Alloupp's BEER.
Jaunay & Co.'s CHAMPAGNE, in Quarts and Pints.
Corn STARCH.
SHERRY.

NEW YORK

FOR SALE.

FRESH CALIFORNIAN HAY and OATS.

RUSSELL & Co.

tf 1630 Hongkong, 23rd August, 1869.

FOR SALE.

DRAUGHT PORTER, in Kilderkins.

Apply to

HOWARD HODGES.

tf 1027

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Mexican Navy, Navy Boiled, Long Flax, Crown } CANVAS

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

FOR SALE.

CHAMPAGNE—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.

SANDER & Co.,
Sole Agents for Hongkong and China.

tf 1694 Hongkong, 3rd September, 1869.

FOR SALE.

Just arrived, ex "Fallas."

PRIME Hamburg Mess BEEF.
Prime Copenhagen Table BUTTER, in about 2 lbs., 4 lbs., up to 14 lbs. Type.
Celebrated HUMS and ROUNDS.
Prime York HAMS.
Cheddar CHEESE.

At

L. FRICKEL & Co.

1m 83 Hongkong, 13th January, 1870.

FOR SALE.

39 LOGS Camphor WOOD, Ships' TIMBERS.
11 Ships' HOOPS, Hard and Camphor WOOD.
50 double Ships' KNEES, } Camphor WOOD.
24 single do. }

RAYNAL & Co.

tf 2282 Hongkong, 3rd December, 1869.

FOR SALE.

DOMECQ'S SHERRY, bottled by Henry Ritchie.

Palacio & Co., of Xeres.

DRY AMONTILLADO SHERRY,

Blanchy and Cazenave's

CLARET and COGNAC,

Apply to

A. G. HOGG & Co.

tf 214 Hongkong, 27th January, 1869.

FOR SALE.

1500 TONS best Lump Anthracite COAL, from Pinton Mine, per *Witch of the Wave.* Apply to

RUSSELL & Co.

tf 74 Hongkong, 12th January, 1870.

FOR SALE.

BEATON'S Japanese VIEWS and COSTUMES.

LANE, CRAWFORD & Co.

tf 1614 Hongkong, 27th August, 1869.

FOR SALE.

CHEDDAR CHEESE, in Cases.
Heansey's BRANDY in Cases.
Guinness's STOUT, in Pints and Quarts.
Bass's PALE ALE, in Pints and Quarts.
CHAMPAGNE ALE.

GUEDES & Co.

tf 60 Hongkong, 14th January, 1870.

TATHAM'S BRANDY in 1 dozen cases.
" SHERRY " 3 "
" PORT " 3 "
" CLARET " 1 "

HIRLEY & Co.

Have for Sale, ex late arrivals.

PRIME York HAMS, Berkley CHEESE, Preserved SOUPS and MEATS, in 1, 2, 4, and 6 lbs. Tins.
JAMS and JELLIES, from Crosse & Blackwell.
PICKLES, Tart FRUITS, and SAUCES, from Crosse & Blackwell.
SARDINES, in ½ and ¼ Tins.
Peek, Frean & Co.'s BISCUITS.
Dewsnip's CHAMPAGNE ALE, qts. & pts.
Guinness's STOUT, by Barrel, " "
Jeffrey's ALE, in bottle and wood.
Fine OLD PORT.
Good Dinner and after Dinner SHERRIES.
Breakfast and Dinner OLD SHERRIES.
Cabbich's GINGER WINE.
Swan Board's Orange BITTERS.
do. do. OLD TOM.
Royal Cordiers WHISKEY.
"La Grande Fortune" BRANDY.
Very old BRANDY, Finest, Castillon & Co.'s brand.
Hogshead and quarter Casks CLARET.
Printing PAPER. Writing PAPER.
ENVELOPES. Pump LEATHER.
India Rubber Suction and Delivery HOSE.
Canvas HOSE. India Rubber PACKING.
India Rubber TUBES, FLASKS.
Brussels MORCHOO. Floor CLOTH.
Sheet LEAD. White Zinc PAINT, Hubbucks.
Paint OIL, Hubbucks.
Steel Fencing SHOVELS.
Patent SHOVELS. Shingling HATCHETS.
Perforated & Sheet ZINC. Turkey BONES.
Stop and Bib COCKS.
Yellow METAL RODS.
Copper NAILS and ROVES.
Copper THERMOMETERS.
Fitzroy's BAROMETERS.
Galvanized PADLOCKS.
Iron and Brass TILL LOCKS.
" " Rim do with furniture.
" " Mortise do.
Sash LOCKS and LATCHES. SAFES and Chubb's Patent Fire-proof SAFES and LOCKS.
Walker's Extra Exhibition CANVAS.
do. Navy Boiled
English BUNTING.

131 Hongkong, 21st January, 1870.

FOR SALE.

Just received, ex "Everest"

BEST Hubbuck's Boiled and Raw OIL.
do. do. White ZINC.
do. do. do. LEAD.
do. do. Red do.
do. do. Black PAINT.
do. do. COPAL VARNISH, in 2 lbs. Tins.
do. do. CHROME YELLOW, in 2 lbs. Tins.
do. do. Patent DRYERS.
do. do. Spirit of TURPENTINE.

Ex "Golden State."

American ASH OARS, from 12 feet to 18 feet.
do. MILK "Eagle Brand."

Ex "Fair Leader."

200 Cases finest Old Tom GIN.
One Invoice of Kerosine Hanging LAMPS, from 2 to 8 Burners.
Also, one Invoice of all sizes Manila ROPE.

At

L. FRICKEL & Co.

1m 181 Hongkong, 25th January, 1870.

SELLING OFF! SELLING OFF!

RETIRING FROM BUSINESS.

MUST BE CLOSED ON 1ST MARCH, 1870.

A. ULLMANN begs respectfully to inform his friends and the Public of Hongkong, that he is selling off his valuable Stock of Clothing, Fancy Goods, Jewellery, Watches, Chains, Perfumery, and other Articles at low prices, in consequence of his retiring from business. The above stock comprises a fine assortment of new goods, ex late arrivals, also a superior stock of Japanese Ware.

All outstanding accounts must be paid, and all claims collected, before the above date.

Nos. 96 and 98, Bazar European,
Queen's Road Central, Hongkong.

tf 1589 Hongkong, 18th August, 1869.

For Sale.

FOR SALE.

ALEXANDER BOYER,
TOYS! TOYS!! TOYS!!!
B

Extracts.

English Homes in Town and Country.

IN AN IF SHOULD DO.
(Full Mall Gazette.)

In considering the reasons for the decadence of the home spirit in English family life, as it is visible in large towns, and especially in the metropolis, we shall have to touch on more subjects than may at first seem necessary; but these, though apparently irrelevant, bear on the matter directly nevertheless, and all the more when, as in this case, they point to causes which operate in combination. If our sons lead lives wholly independent of their fathers, and apart from their mothers and sisters; if the mother knows little and cares less about what her children are doing; if the father extras has him if in a selfish stolidity and refuses all gay and pleasant intercourse with his family; if the girls run about as they please with little care or guidance and, what is worse, feeling that no one loves them well enough to wish to check or guide them, if not from depravity, yet from very idleness and weariness of the life they descend to tricks and escapades which, viewed in themselves, famously light, are infinitely degrading, and to the mind are definitely vulgarizing—for this state of things there must be a cause, probably several, and it seems worth while to inquire what they may be.

First *to be* considered are our national character and customs, our religion, and the particular tendency of our present literature and scientific thought, together with the touching or preaching of the daily pre s. An exceeding restlessness and an urgent desire to be doing something are always apparent with the young; but in the Anglo Saxon race they are predominant and indomitable. Moreover, the Anglo Saxon is naturally impatient of authority unless when selected by himself; masterful, disliking interference, and sensitive about his personal concerns. He is likewise a born democrat by nature, and as soon as he has a standing-point he systematically defies the rule of both father and mother. In plays of English origin the outwitting of the parent is the regulation joke, and while we are scandalized at our neighbours jesting at a breach of the seventh commandment we never hesitate to applaud the breaking of the fifth. Our colonies, peopled by our own race, afford an admirable illustration of this disposition. On the first opportunity, as soon as they imagine themselves able to stand alone, they cry out, "Cease to command us, let us govern ourselves." Sometimes they do this too soon, and call for help, promising more submission in future; but by instinct we are made aware that all such protestations are entirely temporary and treacherous. America in life, as in most of her other sides, caricatures her progenitors. A young American leaves his father's roof at fifteen years old, and starts in business with sublime assurance on his own account, and is is merely a figure of speech to speak of a chaperone to a young American lady, who at seventeen is perfectly well able to take care of herself. And this spirit, useful if developed in moderation, is troublesome enough otherwise, and it is quite unchecked by our Protestant religion, which is favorable to independent thought and fosters self reliance more almost than any other. This we are prone to deny; it is easy to suppose that our women partake more or less of the same nature—that they also desire independence, activity, some outlet for their energies, something to do of their own management and contrivance, and that when other means fail, undetered by any deep sentiment of filial reverence, they resort to unlawful means for obtaining what they wish for. With the Latin race it is altogether diff rent. The Celts are proverbial for the strength of the sentiment which exists between parents and children. Irish women are renowned for their purity and modesty, and the ties which bind families together are deep-seated and enduring. These qualities in the women have been conducive to monastic religion, which makes much of monastic virtues by the influence of the confessional. This may be true in part, but we are disposed to think that the clan sentiment which prevails among Celts has much more to do with it. Even then has a good deal more to do with it. Even in England, the chastity of the lower order of Irish women, even under very unfavourable circumstances, has been forth reputed remarks from our inspectors of lodging houses; but then, even when these poor women are lax in their observance of their religion, their male relatives always exercise a jealous and vigilant care over them. Fathers, brothers, and beau of itinerant cousins perform this office in all ranks, and would most certainly avenge any affront or wrong which might be offered or endured. This kind of guardianship is not resented, though among Saxons it would be held as unnecessary on the one hand and as an indignity on the other. However this may be, we believe that the "spirit of the period" has not yet developed in Ireland, and in the well bred Catholic French world such a thing would be simply a moral impossibility. In family any English household would find arrangement be tolerated by which, as in Italy, the married son with his wife and children continues to reside under his father's roof. On the other hand, the sense of duty is innate and very strong with us, and on this account English boys and girls are safely trusted with a degree of freedom which to a continental schoolmaster would seem not only absurd but mischievous. But when school days are over, and the education of our young men commences their idea of duty become corrupted; they go on as bad and as freely as before, but no longer in the same direction. And as much as we love liberty we do by nature abhor enforced idleness. But see how our girls in the middle classes are placed in London. Increasing in proportion to the other sex, with an ever lessening prospect of marriage, they thus face their solitary respectable method of obtaining employment and independence, or what appears to them as such. Given a good deal of energy, ignorance, idleness, a natural taste for defying authority, some ambition and considerable animal spirits, with so little to guide, inform, and discipline them, such an absence of every influence which can idealize these qualities and educate their propensities into usefulness—given all this, can we be surprised that our girls are as they are?

NOTICE OF REMOVAL

THE undersigned have removed their Auction Rooms to Messrs. SANDER AND CO.'S Godowns, lately occupied by Messrs. KIRCHNER, BROOKS & CO.

GUEDES & CO.

tf 263 Hongkong, 1st February, 1870.

THIS Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TOD, Arbroath.

ARNHOLD, KARBERG & Co.

tf 42 Hongkong, 1st January, 1867

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co.) PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST VICTORIA DISPENSARY, HONGKONG.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED.

tf 2026 Hongkong, 3rd September, 1867

JUST Published by the undersigned, Portraits of H.R.H. the Duke of Edinburgh, K.G., K.T., Views of H.M.S. *Galatea*, the Public Landing, and the City Decorations.

J. THOMSON,
Commercial Bank Buildings.

2207 Hongkong, 22nd November, 1869.

THE ORIENTAL HOTEL.

NO. 4, WELLINGTON STREET
POSSESSES
THE "ONLY" BOWLING ALLEYS IN HONGKONG.

By special appointment to
H.R.H. THE DUKE OF EDINBURGH.

THEY are complete in all respects for the convenience and comfort of professional and amateur players, as well as for the accommodation of the public generally.

The Proprietor begs also to state that he has three other first

AMERICAN BILLIARD TABLES
ever imported into Hongkong, made specially for the house by Messrs. STRAHLE & HOMES, of San Francisco. The comfort of players at these tables is specially provided for.

Wines and Spirits of the First Quality.

TIFFINS AND SNACKS ON COMMAND.

JOHN B. HOLLAND,
Proprietor.

tf 91 Hongkong, 14th January, 1870.

Houses, Lands, Tenements, &c

TO LET.

IN West Terrace, *Caine Road*, Nos. 3, 4, and 5, containing Four rooms each. Bath rooms, &c. Rent moderate. Apply to
THOS. W. BARRINGTON,
47, Wyndham Street.

tf 287 Hongkong, 8th February, 1870.

TO LET.

TWO FLOORS of a HOUSE in *Queen's Road*, well situated.

ROB. S. WALKER & Co.

tf 236 Hongkong, 3rd February, 1870.

TO LET.

THAT conveniently situated BUNGALOW, at Kowloon, close by the No. 1 Police Station, containing three rooms, with Garden, and a well of excellent water; well adapted for pic nics, &c. Address S. A., *Daily Press* Office.

Im 237 Hongkong, 3rd February, 1870.

TO LET.

HOUSES Nos. 1 and 3, *Peddle's Hill*, each containing four rooms, with outhouses, &c., Water and Gas laid on.

Inquire GODOWNS (fire-proof), below *Peddle's Hill.*

For Particulars, apply to
A. PESTONJEE SETNA,
Corner of Pedl and Gage Streets.

tf 206 Hongkong, 1st February, 1870.

TO BE LET.

THE HOUSE, No. 12, in *Stanley Street*, next to us, suitable for a Merchant. Apply to
D. JASSONJEE & Co.
Stanley Street.

Im 202 Hongkong, 1st February, 1870.

TO LET.

THE HOUSE, No. 8, *Lyndhurst Terrace*, with large and commodious rooms, offices, and treasure room, also Godowns beneath. Apply to
E. PADANEY,
Gage Street.

tf 188 Hongkong, 28th January, 1870.

TO LET.

A FIRST FLOOR in Bank Buildings, containing four excellent rooms, very suitable for Offices or Chambers.

For particulars, apply to
GILMAN & Co.

tf 150 Hongkong, 24th January, 1870.

TO LET.

(With possession on 1st January next).

THE very desirable Business PREMISES, situated the corner of *D'Aguilar Street* and *Wellington Street*, at present occupied by Messrs. A. SPENCER & Co. Apply to
DOUGLAS LAPRAIK & Co.

tf 2347 Hongkong, 13th December, 1869.

TO LET.

(With immediate possession).

THAT desirable BUNGALOW, known as "Greenmount," situate on the *Hunghom Road*, and till lately in the occupation of C. H. MORGAN, Esq.

For Particulars, apply to
GILMAN & Co.

tf 2185 Hongkong, 12th November, 1869.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Belchet*, from 12 to 30,000 piculs capacity. Apply to
E. E. BURROWS & SONS.

tf 1750 Hongkong, 17th September, 1869.

TO LET.

THE commodious Business Premises lately in the occupation of Messrs. SMITH, ARCHER & CO., situated at *Spring Gardens*, and consisting of a Large Three storied Dwelling House containing 22 Rooms, with outhouses and Stables attached; two large dry and damp Godowns, capable of holding 10,000 piculs each, with Offices and Private rooms over the same. The whole having a frontage on the Praya of 210 feet, with use of a private wharf, and a fine view of the harbor.

The houses have recently been painted and put in thorough repair.

For further particulars, apply to
JOHN GERRARD.

tf 1536 Hongkong, 19th August, 1869

TO LET.

With immediate possession.

THE HOUSE and OFFICES, No. 4, *Gough Street*, lately occupied by Messrs. A. WILKINSON & Co. Apply to
GIBB, LIVINGSTON & Co.

tf 1857 Hongkong, 18th October, 1868.

TO LET.

With immediate possession.

NO. 4, Peckill Terrace, *Elgin Street*. Apply to
LANG, CRAWFORD & Co.

tf 1848 Hongkong, 30th September, 1869.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*

THOS. W. BARRINGTON.

tf 642 Hongkong, 11th March, 1867.

TO BE LET.

THE very desirable business premises lately occupied by Messrs. LYALL, STILL & Co., a portion of which are now occupied by Messrs. BURNETT & Co.—with large and commodious Dwelling-house and extensive Godowns on the *Praya*.

For full Particulars, apply to
JARDINE, MATHESON & Co.

tf 2384 Hongkong, 16th December, 1869.

TO LET.

THAT commodious family residence in *Bonham Road*, known as "Persepolis," containing 12 Rooms, besides basement story, Bath Rooms, Coach House and Stable, Gas and Water laid on.

Also, Cricket ground, Flower and Vegetable garden. Apply to
THOS. W. BARRINGTON,
47, Wyndham Street.

tf 1680 Hongkong, 4th June, 1869

TO LET.

(With immediate possession.)

SEVERAL Strong connections GODOWNS, very conveniently situated on Marine Lot No. 83, between Messrs. JOHN BURD & Co.'s premises and Messrs. GIBB, LIVINGSTON & Co.'s Wharf.

For Particulars, apply to
A. McLEOD.
At Messrs. GIBB, LIVINGSTON & Co

tf 826 Hongkong, 26th April, 1869.

TO LET.

(With immediate possession)

THE commodious three storied HOUSE, No. 1, *Wyndham Street*, lately in the occupation of Messrs. BONNETT & Co. Apply to
DOUGLAS LAPRAIK & Co.

tf 2348 Hongkong, 13th December, 1869.

LIGHTERAGE AND STORAGE.

THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise in their own Boats, and to receive the same on Godowns in first class GRANITE GODOWNS on moderate terms.

ROBT. S. WALKER & Co.

tf Hongkong, 4th March, 1867.

TO LET.

(With immediate possession).

A BUNGALOW at *Pokefulam*. Apply to
LANG, CRAWFORD & Co.

tf 1689 Hongkong, 1st September, 1869.

TO BE LET.

With possession on 1st Oct. next.

THE HOUSE and OFFICE, No. 3, *Gough Street*, at present occupied by Messrs. KIRCHNER, BROOKS & Co. Apply to
GIBB, LIVINGSTON & Co.

tf 1274 Hongkong, 1st July, 1869.

L. FRICKEL & Co.,
SHIPCHANDLERS, SAILMAKERS, GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,
tf 1422 QUEEN'S ROAD, HONGKONG. [Adj

MR. SPARROW KNIGHT has a book publishing in the Press, to contain about 500 pages, general useful information on China, Reports on Chinese Coals furnished by Mr Daniels, Chief Engineer of Sir Henry Keppel's flag-ship. Map of Peking on large scale, Communications furnished by the Chinese Minister for publication. Reports on Trade, Commercial relations made to the Chinese Government, Communications made to Sir Harry Parkes, K.C.B., some general useful notes on Chinese matters, Plans of Amoy, the Treaties with the Chinese Governments will be included (in English and Chinese), the Tariff &c., Conversations with the United States Minister on Chinese subjects, Conversation with the Governor General of Hoo-Pei and Hu-Nan, some general useful information, as productions, &c. The book will be a useful book. The subscription $5 per copy. The book will be dedicated to the Lord Robert Montagu, M.P. [tf 127

Insurances.

ROYAL INSURANCE COMPANY.

SECURITY
SHOULD BE THE FIRST CONSIDERATION IN INSURANCE TRANSACTIONS.

THE Directors of the Royal Insurance Company have the pleasure of supplying the following information to the public, as evidence of the ample security they afford to their assurers:—

THE CAPITAL

of the Company, available for the purpose of meeting any unusual calamity happening to the Assured, is

TWO MILLIONS STERLING.

The amount actually paid up is £288,495. This, with the Accumulated Funds in Hand, makes the invested resources of the Company upwards of ONE MILLION SIX HUNDRED THOUSAND POUNDS, which amount is invested as follows:—

Invested Funds of the Royal Insurance Company, 30th June, 1869.

Real Property owned by the Company	£219,571 11 3
Mortgages on Freehold Property £31,000 Reduced 3 per cent. Consols	25,500 0 0
India Government 5 per cent. Debentures	28,880 1 8
English Railway Debenture Bonds	100,000 0 0
First-class English Railway Preference and Guaranteed Stocks	50,000 17 7
Loans to Local Authorities of various towns in Great Britain, who have obtained the sanction of the Secretary of State to borrow the amount	335,476 11 11
Bonds of the Mersey Docks and Harbour Board	145,560 12 6
Bonds of the British and Irish Magnetic Telegraph Co.	62,341 14 8
Bonds of the Liverpool Corporation	10,000 0 0
United States Government Stocks	5,160 0 0
Canada Dominion Bonds and Canada Dominion Stock	101,330 7 10
Short Loans on first-class English Dividend-paying Stocks, with margins from 20 to 50 per cent. on market values	31,106 11 0
Loans on Security of Life Policies	477,105 0 0
	69,939 8 3
	£1,672,356 10 11

The above is a complete list of the Investments of the Company at the date specified, in addition to which the funds are still further increased, by amounts constantly varying, at different periods, in the hands of the Bankers and the Company's Agents

At 31st Dec. 1868, the amount stood at £168,089 2 0

For the satisfaction of the Public, the whole of the Securities belonging to the Company are annually submitted to the careful scrutiny of two independent Auditors, and the following is an Extract from their Report to the last Annual Meeting:—

"The whole of your Books have been Audited—every Document, every Account, every Voucher, your Bank book, and every Security—all have been most carefully kept, and there is not one doubtful Security in the whole."

THE ACCUMULATIONS OF THE LIFE DEPARTMENT.

After payment of Losses, Annuities and Expenses of every description, have been as follows:—

Funds in Hand at the last Quinquennial Valuation, 31st December, 1864 ..... £621,481 16 8
Added to 31st December, 1865 ..... 103,140 5 2
" " " 1866 ..... 124,165 7 7
" " " 1867 ..... 108,883 5 10
" " " 1868 ..... 144,945 12 2
Total Accumulation of the Life Department on 31st December, 1868, exclusive of Shareholders' Capital £1,102,375 8 1

The Directors also think it desirable to State that THE BUSINESS OF THE "ROYAL" HAS NEVER BEEN AMALGAMATED WITH THAT OF ANY OTHER COMPANY.

And that the LIABILITY of its Shareholders is UNLIMITED.

ROB. S. WALKER & Co., *Agents.*

2173 Hongkong, 8th November, 1869.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents	½ per cent.
Other dwelling Houses, used strictly as such, and their contents	¾ per cent.
Godowns, Offices, Shops, &c., and their contents	1 per cent.

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company

tf 804 Hongkong, 7th March, 1865.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored therein.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine Risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 8th March, 1865.

PHŒNIX FIRE INSURANCE COMPANY.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Companies at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 2096 Hongkong, 8th November, 1868.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1851 Hongkong, 7th June, 1867.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.

JAMES HARTLEY & Co.—*Managers.*

ESTABLISHED 1843.

THE Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamers.

W. MACAULAY, *Agent.*

tf Hongkong, 1st July, 1867.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅓ of the annual rate.	
Not exceeding 1 month	½	do. do.
Above 1 month, but not exceeding	¾	do. do.
Above 3 months, but not exceeding	1	do. do.
Above 6 months the full annual rate.		

GIBB, LIVINGSTON & Co.

tf 1869 Hongkong, 1st August, 1866

FORBES & CO.'S CONSTITUENTS INSURANCE COMPANY,
AND
BOMBAY INSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Companies, are prepared to accept risks on the usual terms.

SIEMSSEN & Co.

tf 1869 Hongkong, 1st August, 1866

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

HEAD OFFICE IN LONDON
No. 7, Royal Exchange, Cornhill, E.C.
WEST END OFFICE.—*No. 7, Pall Mall, S.W.*

RICHARD BAGGALLAY, Esq.—*Governor*
JAMES BLYTH, Esq.—*Sub-Governor.*
EDWIN GOWER, Esq.—*Deputy-Governor.*

DIRECTORS.

Nathaniel Alexander, Esq.
John Alves Arbuthnot, Esq.
Henry Bonham Bax, Esq.
Edward Budd, Esq.
Alfred D. Chapman, Esq.
Mark Wilks Collet, Esq.
Sir Frederick Currie, Bart.
F. G. Dalgety, Esq.
Beaumy Dobree, Esq.
John Goldsmid, Esq.
G. L. Monck Gillas, Esq.
Robert Gillespie, Esq.
Henry George Gordon, Esq.
A. C. Gudbrie, Esq.
John Alex. Hankey, Esq.
Louis Hath, Esq.
Charles Lyall, Esq.
John Orll, Esq.
Capt. R. W. Pelly, R.N.
David Powell, Esq.
William Rennie, Esq.
P. P. Robertson, Esq., M.P.
W. Bryce Watson, Esq.
Lestock Reid Wilson, Esq.

SECRETARY.
JOHN LAURENCE, Esq.

THE CORPORATION OF THE LONDON ASSURANCE have appointed Agents for the issue of Policies for Marine Assurance in INDIA and CHINA as under:—

Bombay—Messrs. EWART, LATHAN & Co.
Madras—Messrs. ARBUTHNOT & Co.
Calcutta—Messrs. MACKILLOP, STEWART & Co.
Hongkong—Messrs. HOLLIDAY, WISE & Co.
Shanghai—Messrs. HOLLIDAY, WISE & Co.
Foochow—Messrs. HOLLIDAY, WISE & Co.
Mauritius—Messrs. BLYTH BROTHERS & Co.

The undersigned are prepared to issue Policies of the CORPORATION OF THE LONDON ASSURANCE, payable either here, in LONDON, at any of the above-named Agencies, and also at

Melbourne, Victoria—
Messrs. DALGETY, BLACKWOOD & Co.
Launceston, Tasmania—
Messrs. DE CROZ, NICHOLS & Co.
Hobart Town—
Mr. LAVINGTON HOOPER.
Adelaide, S. Australia—
Messrs. ELDER, SMITH & Co.
Sydney, New S. Wales—
Messrs. FANNING, GRIFFITHS & Co.
Dunedin, Otago, New Zealand—
Messrs. DALGETY, HATTRAY & Co.

HOLLIDAY, WISE & Co.

tf 148 Hongkong, 31st January, 1868.

LONDON ASSURANCE CORPORATION

LIFE ASSURANCES.

THE Undersigned are authorized to issue Life Policies for sums not exceeding £5,000.

HOLLIDAY, WISE & Co.

tf 1869 Hongkong, 15th October, 1868.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1858 Hongkong, 15th October, 1868.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed AGENTS for the above CORPORATION are prepared to grant FIRE AND MARINE INSURANCE on the usual terms.

HOLLIDAY, WISE & Co.

tf 3025 Hongkong, 27th December, 1867.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above Fire Office, are prepared to accept Marine Risks, and issue Policies on Any First-class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China, Singapore, Calcutta, Bombay or London.

ROBT. S. WALKER & Co.

tf Hongkong, 8th October, 1868

MERCHANTS' MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OLYPHANT & Co.

tf 1292 Hongkong, 2nd July, 1866.

NOTICE.

SUN FIRE OFFICE.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	½ of the annual rate	
Above 1 month but not exceeding	¾	do. do.
Above 6 months the full annual rate.		

A. G. HOGG & Co.
Agents, Sun Fire Office.

tf 674 Hongkong, 8th June, 1868.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅓ of the annual rates	
Not exceeding 1 month	½	do.
Above 1 month, and not exceeding three months	¾	do.
Above 3 months, and not exceeding six months	1	do.
Above six months the full annual rate		

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 8th August, 1868.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. ½ per cent. per annum

Detached & semi-detached Houses and strictly as such, and their contents. ¾ per cent. per annum

Godowns, Offices, Shops, &c., and their contents. 1 per cent. per annum

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 10th March, 1865.

HONGKONG INSURANCE COMPANY, 1869.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.

A. G. HOGG & Co.

tf 538 Hongkong, 17th March, 1869.

DE OOSTERLING
SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks on the usual terms.

SIEMSSEN & Co.

tf 1869 Hongkong, 1st August, 1866

PACIFIC INSURANCE COMPANY, SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty* per cent. *of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co.,
Secretaries.

tf 1039 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

GUARDIAN
FIRE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821.
And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

HAMBURG BREMEN FIRE INSURANCE COMPANY.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅓ of the annual rates	
Not exceeding 1 month	½	do. do.
Above 1 month, and not exceeding three months	¾	do. do.
Above 3 months, and not exceeding six months	1	do. do.
Above six months the full annual rate.		

JARDINE, MATHESON & Co.,
Agents, Hamburg Bremen Fire Insurance Company.

tf 1869 Hongkong, 1st August, 1866.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅓ of the annual rate	
Not exceeding 1 month	½	do.
Above 1 month, but not exceeding three months	¾	do.
Above 3 months, and not exceeding	1	do.
Above 6 months, the full annual rate of		

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1763 Hongkong, 13th September, 1869.

Business Announcements.

B. J. DORSEY,
COMMISSION MERCHANT
AND
INSURANCE AGENT,
41 and 42, *Merchants' Exchange*,
CALIFORNIA STREET,
SAN FRANCISCO

References:—

ALLAN MCLANE, Esq., President, Pacific M. S. S. Co., New York.
LOUIS MCLANE, Esq., New York.
JOHN EADIE, Esq., President, United States Life Ins. Co., New York.
MESSRS. BARRON & Co., San Francisco.
MESSRS. O. ADOLPHE, LOW & Co., San Francisco.
T. A. HARRIS, Esq., Agent, P. M. S. S. Co., Hongkong.
GEO. E. LANE, Esq., Agent, Pacific M. S. S. Co., Yokohama.
GEO. F. BOWMAN, Esq., Agent, Pacific M. S. S. Co., Shanghai. [1v 183

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of Sail Making in all its branches, at his old place in *Duddull Street*, and solicits the patronage of the Public.

He has on hand a fine assort ment of 6 and 10 ounce RAVENS DUCK, suitable for Boat Sails or Awnings.

tf 858 Hongkong, 30th April, 1869

RIFLES, FIXED AMMUNITION AND GUNPOWDER.

RODMOND GIBBONS & Co.,
SAN FRANCISCO,
Agents for
WINCHESTER REPEATING ARMS Co.,
and
E. I. DU PONT DE NEMOURS & Co.,

are prepared to sell Rifles, Carbines, Fixed Ammunition, and Gunpowder, on terms more favorable than they can obtained from New York. [1v 713 Ap. 10

E. R. HANDLEY,
(LATE PATERSON & HANDLEY),
HOUSE & SHIP PLUMBER, COPPER-SMITH,
ZINC WORKER, AND GAS FITTER.
16, *Queen's Road West*,
Opposite Messrs. Bell, Carlton & Co

tf 755 Hongkong, 15th April, 1869.

WING-KEE COAL SHIP.

THE Proprietor of WING-KEE Ship begs to inform the Public that his Ship has been established since 1855, at *Stalkwell's Lane*, and that he has always a great quantity of Coal in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.

lv 471 Hongkong, 6th March, 1869.

BUTCHERS LIVERY STABLES
AND
CARRIAGE MANUFACTORY.

HORSES received on Pasture, Carriages and Harness and Horses sold and bought on Commission.

Carriages, by an experienced European.

Harness and Saddlery repaired and renovated.

A stock of Fashionable Saddles always on hand.

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is prepared to build or repair Carriages with promptitude, at very moderate Prices.

Veterinary Surgeon Residen from the Address of J. B. E. will be happy to call at the residence of any person requiring his services, or receiving instructions to that effect.

Rear of Murray Barracks, Hollywood.

tf 675 Hongkong, 3rd May, 1869.

Business Announcements.

LIST of PUBLICATIONS and of BOOKS kept in numbers by
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Orders will be received by
W. H. BELL,
Daily Press Office,
AND
Messrs. LANE, CRAWFORD & CO.,
Queen's Road, Hongkong.

HERNISZ.—A Guide to Conversation in the English and Chinese Languages, for the use of Americans and Chinese in California and elsewhere. By Stanislas Hernisz. Square 8vo., pp. 274, sewed. 10s 6d. The Chinese Characters contained in this work are from the collections of Chinese groups, engraved on steel, and cast into movable types, by Mr. Marcellin Legrand, engraver to the Imperial Printing Office at Paris. They are used by most of the missions to China.

EMPEURIN.—A Japanese and English Dictionary; with an English and Japanese index. By J. C. Hepburn, A.M., M.D. Imperial 8vo, pp. xii, and 689 and 123, cloth. Shanghai, 1867. £5 5s.

HOFFMAN.—Shopping Dialogues, in Japanese, Dutch, and English. By Professor J. Hoffman Oblong 8vo. pp. xiii and 44, sewed. 3s.

HYACINTHE'S Russo-Chinese Grammar printed at St. Petersburg. 4to. £1 11s. 6d.

JAPANESE DICTIONARY.—A pocket dictionary of the English and Japanese languages. Second and revised edition. Published by Hodgkai Kanemoto (the first edition being published by Rev. Tetsuwan). Oblong 4to. pp. ix and 999, cloth, Yokohama, 1868. £3 3s.

JOURNAL of the Shanghai Literary and Scientific Society. No. I. June, 1859. 8vo. Shanghai, 1868. (6 copies) each 5s.

JOURNAL of the North-China Branch of the Royal Asiatic Society, No. II. May, 1869. (10 copies) each 10s.

Ditto, Ditto, New Series, No. I, December, 1864, (9 copies) each 10s.

Ditto, Ditto, Ditto, No. II, December, 1868, (10 copies) each 10s.

JULIEN.—San-Tsou-King. Trium litterarum liber, a Wang-Po-Heou sab finem XIII. Sæculi compositus nunc primum textum adjecta 211 christian tabulas ad latinum verbis Stanislas Julien. 8vo. Paris, 1864. 2s. 6d.

JULIEN.—Tsien-Tsze-Wen. Le livre de mille mots ou plus ancien livre élémentaire des Chinois pour les Chinois avec une double traduction et des notes par Stanislas Julien. 8vo. Paris, 1864. 4s.

JULIEN.—Exercices pratiques d'analyse grammaticale de la langue Chinoise. Par Stanislas Julien. 8vo., pp. xxiii and 270. Paris, 1869.

JU-KIAO-LI, ou les 2 cousines, Roman Chinois, traduit par Abel-Rémusat. 4 Vols., Or. 8vo., Paris, 1826.

KIDD.—Catalogue of the Chinese Library of the Royal Asiatic Society. By the Rev. S. Kidd. 8vo., pp. 88, sewed. 1s.

LANCIOTTI.—Chinese and English Phrase Book; with the Chinese pronunciation indicated in English, especially adapted for the use of merchants, travellers, and families. By Baron Lanciotti. Second edition, revised and enlarged. 12mo., pp. 88, sewed. San Francisco, 1867. 5s.

LIGGINS.—One thousand familiar phrases in English and Japanese. By the Rev. John Liggins, for several years a missionary in China and Japan. Second edition, 8vo, pp. 60, sewed. New York, 1867.

LA CHINE ILLUSTRÉE.—Magasin Pittoresque des Langues Européennes par W. Lauterbach. 8vo. Paris 1857. 1s. 6d.

LAGDEN.—A Descriptive Catalogue of the Chinese Collection now exhibiting at St. George Place, Hyde Park Corner; with condensed accounts of the geology, government, history, etc., of the Celestial Empire. By W. H. Lagden, 8vo., cloth. London, 1862. 2s. 6d.

LEGGE.—The Chinese Classics. With a translation, Critical and Exegetical Notes, Prolegomena, and Copious Indexes. By James Legge, D.D., of the London Missionary Society. In seven vols. Vol. I. containing Confucian Analects, the Great Learning, and the Doctrine of the Mean. 8vo. pp. 533, cloth. £1 5s.

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